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3/15/2016	U.S. Department of Transportation Announces $5 Million Funding Opportunity to Improve Transit Options for Tribal Residents
3/14/2016	Federal Transit Administration Announces Final Rule Strengthening State Safety Oversight of Rail Transit Systems
2/10/2016	U.S. Transportation Secretary Foxx Recommends $3.5 Billion to Expand Transit Options that Improve Access to Jobs and Opportunities
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1/20/2016	Federal Transit Administration Celebrates Reconstructed Fordham Plaza, Improving Access to Public Transportation Connections in The Bronx

Federal Transit Administration Celebrates Reconstructed Fordham Plaza, Improving Access to Public Transportation Connections in The Bronx

1/20/2016
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New York – The U.S. Department of Transportation's Federal Transit Administration (FTA) Acting Administrator Therese McMillan today participated in the unveiling of the reconstructed Fordham Plaza, a major intermodal public transportation hub in the heart of The Bronx. The project improves access to public transportation for thousands of New York City residents, and is another success for the Department's Transportation Investment Generating Economic Recovery (TIGER) grant program.

"We invested in the Fordham Plaza reconstruction because we knew the safety and mobility improvement would transform how people travel in and around The Bronx," said U.S. Transportation Secretary Anthony Foxx. "In addition, the expanded public space ties the neighborhoods, retail district, and cultural institutions together to strengthen the vitality of the surrounding area."

Altogether, the $33.9 million project to fully reconstruct Fordham Plaza received a $10 million TIGER grant and $7.2 million in other U.S. DOT funding. In addition to improving access to transit connections for thousands of daily bus and rail passengers, the renovated plaza will enable

economic development in an economically distressed area of The Bronx. The remainder of the project was funded by New York City and New York State.

"The Fordham Plaza area has been called the worst intersection in the city, but with the help of federal funding it is now a safer, easier to navigate public transportation hub with more public space that can be enjoyed by all," said McMillan. "We are proud to partner with New York City to improve public transit options in our nation's top city for transit ridership."

The project reconfigures circulation of 12 bus routes to benefit 41,000 daily bus users and the local neighborhood, enhances access to the MTA-Metro North station for 11,000 daily commuter rail passengers, and increases safety for 80,000 daily pedestrians in the area. In addition, adjacent streets were modified to alleviate traffic congestion, enhance pedestrian safety and improve accessibility to the plaza for people with disabilities and mobility issues.

Since 2009, TIGER has provided a total grant amount of $4.6 billion to 381 projects in all 50 states, the District of Columbia, and Puerto Rico, including 134 projects to support rural and tribal communities. Program demand has been overwhelming; to date the U.S. DOT has received more than 6,700 applications requesting more than $134 billion for transportation projects across the country.

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Federal Transit Administration Issues Public Transportation Agency Safety Plan Proposed Rule and Proposed National Safety Plan

2/5/2016
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WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today issued a proposed rule for the Public Transportation Agency Safety Plan (Agency Safety Plan) and a notice of availability for the proposed National Public Transportation Safety Plan (National Safety Plan.)

"Public transit systems are an essential transportation option for so many and we must continue and even improve on their strong safety performance records," said U.S. Transportation Secretary Anthony Foxx. "The proposals issued today would guide transit agencies in the development of comprehensive plans to manage risk and improve safety for the millions of people who use and work in public transportation every day."

Both the Agency Safety Plan proposed rule and the proposed National Safety Plan are statutory requirements first authorized by Congress in the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012 and reauthorized in the Fixing America's Surface Transportation (FAST) Act in 2015.

�FTA is making great progress in establishing the regulatory framework which will become the blueprint for the future of safety performance in public transit,� said FTA Acting Administrator Therese McMillan. "Today's proposals are about setting safety performance criteria and targets, voluntary minimum safety standards and a means to communicate safety issues industry-wide."

The Agency Safety Plan proposed rule would apply to operators of public transportation systems that receive Federal financial assistance and takes into account their size, complexity and operating environments. It would require that the Safety Management System approach to safety, which provides flexibility in establishing processes to address safety risks, be implemented in agencies' safety plans. The proposed rule would also require transit agencies to set performance targets based on the safety performance criteria established under the National Safety Plan. In addition, transit agencies would be required to have their plans approved by the Board of Directors (or equivalent) and perform an annual review and update of the plan.

Additionally, the Agency Safety Plan proposed rule would require rail transit agencies to include an emergency preparedness and response plan consistent with existing regulations. Further, transit agencies would be required to share their safety performance targets with Metropolitan Planning Organizations to aid in the planning process, and smaller transit agencies would be allowed to have their safety plan drafted and certified by the state in which they operate.

The proposed National Safety Plan is not a rulemaking action, but would guide the national effort in managing the safety risks of public transportation systems. Specifically, it would establish the safety performance criteria of fatalities, injuries, safety events, and system reliability for all modes of public transportation.

The proposed National Safety Plan would also set voluntary minimum safety standards for public transportation vehicles in revenue service not otherwise regulated by another Federal agency, including vehicle crashworthiness, fire-life safety, data recorders, and emergency lighting and signage. In addition, it would set voluntary minimum safety standards to ensure the safe operation of rail transit systems, including use and prohibition of electronic devices, roadway worker protection, work zone protections on mainline tracks and in rail yards, operating rules compliance and contractor responsibilities.

FTA intends for the National Safety Plan to serve as FTA's primary tool for communicating with the transit industry about the industry's safety performance. FTA expects to provide updates from time to time in response

to risk management trends in the transit industry, emerging technologies, best practices, findings from research, and other industry developments.

Public comments on both the Agency Safety Plan proposed rule and the proposed National Safety Plan must be received by April 5, 2016.

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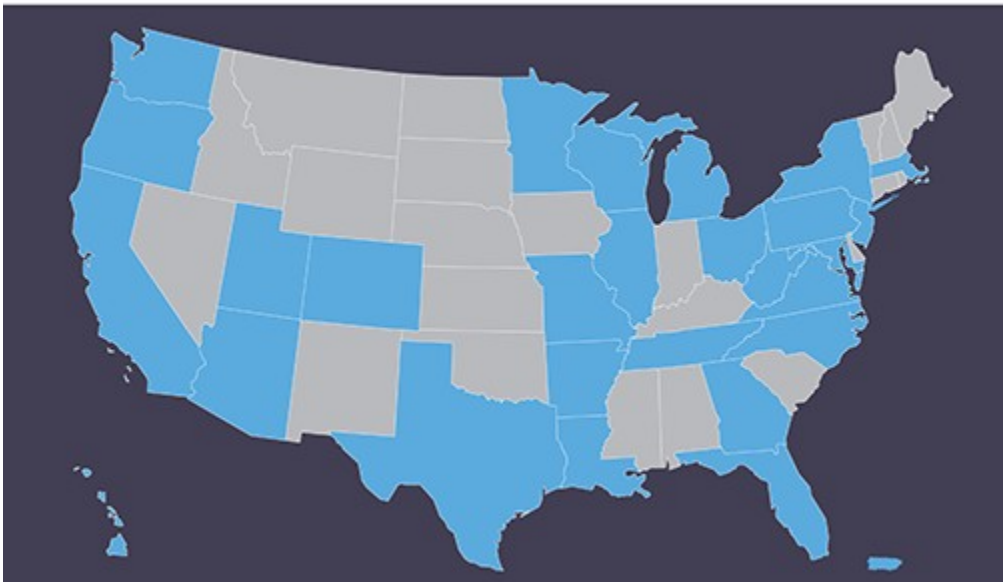
Federal Transit Administration Announces Final Rule Strengthening State Safety Oversight of Rail Transit Systems

States Affected by FTA Final Rule to Strengthen State Safety Oversight of Rail Transit



3/14/2016
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WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced a final rule that significantly strengthens state safety oversight and enforcement authority to prevent and mitigate accidents and incidents on rail transit systems.

"With the more rigorous and effective state safety oversight required by this final rule and federal law, transit systems across the nation will receive greater safety oversight with the aim of improving safety for passengers and transit system employees," said U.S. Transportation Secretary Anthony Foxx "Greater investigatory and enforcement power combined with better training will give state safety oversight watchdogs sharper teeth to help rail transit agencies keep their systems safe."

The final rule will officially be published in the Federal Register on March 16, 2016, and will take effect 30 days after publication. It applies to States where a rail transit system operates, and carries out several explicit Federal statutory requirements, including that a State must submit its State Safety

Oversight (SSO) program to FTA for certification and that the designated SSO Agency must have financial and legal independence from the rail transit agencies it oversees.

In addition, the final rule requires that a State must ensure that the SSO Agency adopts and enforces relevant Federal and state safety laws, has investigatory authority, and has appropriate financial and human resources for the number, size and complexity of the rail transit systems within its jurisdiction. Furthermore, SSO Agency personnel responsible for performing safety oversight activities must have proper training and certification.

"FTA has delivered exactly what Congress authorized: a stronger, more robust state ?safety oversight program with increased enforcement tools," said FTA Acting Administrator Therese McMillan. "States should act swiftly to come into compliance to provide a higher level of safety for their rail transit system riders and workers."

Within three years of the effective date of this final rule, States with an operating rail transit system must have a SSO program certified by FTA. FTA has already certified two of the affected 30 States as being compliant: California and Massachusetts. Most of the remaining 28 States have also already taken some actions toward compliance with these critical safety requirements.

To assist in this effort, Congress has authorized a stable source of funds to the States for their use in meeting these new safety oversight obligations. The existing Federal SSO program regulations will remain in effect during the transition period and then be rescinded.

If a State is non-compliant after the three-year period, FTA may withhold Federal funds until its SSO program is certified. If a State fails to establish an SSO program, FTA is prohibited by law from obligating any Federal financial assistance to any entity in that state otherwise eligible to receive FTA program funding.

Strengthening the existing State Safety Oversight Program is one of four components of a comprehensive public transportation safety program Congress required FTA to establish in the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012 and reauthorized in the Fixing America's Surface Transportation (FAST) Act in 2015.

FTA is actively moving forward on the other three components as well. Interim provisions for the Public Transportation Safety Certification Training Program have been in effect since May 2015 and FTA is now reviewing comments received on the proposed rule which would make the

interim provisions permanent. The National Public Transportation Safety Plan and the Public Transportation Agency Safety Plan were both recently released and comments will be accepted through April 5, 2016. All four, plus other related rulemaking actions, will collectively establish the regulatory framework needed to implement and strengthen new and existing FTA safety oversight and enforcement authorities.

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U.S. Department of Transportation Announces $5 Million Funding Opportunity to Improve Transit Options for Tribal Residents

3/15/2016
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WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced the availability of $5 million in competitive grant funds to enhance public transit service for American Indians, Alaska natives and other residents on rural tribal lands. Funding is provided through FTA's Public Transportation on Indian Reservations Tribal Transit Program. A Notice of Funding Opportunity (NOFO) appeared in yesterday's Federal Register.

"We recognize that it continues to be challenging for many tribal residents to access some of life's most basic community services," said U.S. Transportation Secretary Anthony Foxx. "This funding is so important because, for tribal members, many of whom live in remote areas, public transportation is the best – and only – way for them to access jobs, schools and other community services."

The Tribal Transit Program supports projects that operate or enhance existing transit service, launch new public transportation services, invest in new or replacement equipment, or plan for future transit needs. Last year, FTA awarded $10 million in grants to 55 tribes for 65 competitively selected transit-related projects in 18 states. For example, the Omaha Tribe of Nebraska received $300,000 to build a transit facility and purchase vans to enable tribal members to travel to jobs, education, healthcare and vocational training, while the Muckleshoot Indian Tribe of Washington State received $300,000 to initiate transit operations connecting residents to the cities of Auburn and Seattle, the state's largest employment center.

"Supporting the transportation needs of tribal residents throughout the United States is critical to ensuring that all of our nation's residents have access to the opportunities and services they need," said FTA Acting Administrator Therese McMillan. "These Tribal Transit Program funds help improve transportation options by connecting residents to important services, such as seeing a doctor, buying groceries or getting job training."

The FY2016 program prioritizes projects that support the Secretary's Ladders of Opportunity initiative, with a focus on access to jobs, economic opportunities, and supporting partnerships that link tribal communities to essential services. Beyond projects that link tribal residents directly with employment centers, the NOFO also requests projects that foster coordinated planning that links tribal communities to workforce development, training, and basic services that improve job prospects.

The Fixing America's Surface Transportation (FAST) Act, signed into law in December, authorizes $5 million in annual competitive funds as well as $30 million in annual formula funds to tribes providing public transportation. The FAST Act increased the Tribal Transit formula program from $25 million to $30 million to help tribes to provide and enhance existing transit services.

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